



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
PROJECT MANAGER, CARGO HELICOPTERS
BUILDING 5678, REDSTONE ARSENAL, AL. 35898



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21 June 2000

MEMORANDUM FOR RECORD

SUBJECT: Minutes of the 2000 Cargo Helicopters Users' Conference

1. The 17th Cargo Helicopters Users' Conference was 1-4 May 00.
2. The theme of this year's conference was "Challenges, Courage, and Cooperation."
3. Mr. Norman Huston, Logistics Management Division, chaired the conference. Mr. James T. Caudle, Project Manager, Cargo Helicopters, welcomed the attendees. Mr. Daniel J. Rubery, Deputy to the Commanding General, Aviation and Missile Command, provided opening remarks.
4. This year we had 384 participants, (343 last year) including Foreign Military Sales (FMS) representatives.
5. The following organizations/companies provided displays for users to view and discuss:
 - a. Avion, Incorporated.
 - b. Boeing.
 - c. Cargo Helicopters Project Manager's Office.
 - d. CVB Company.
 - e. Daniels Manufacturing Corporation.
 - f. Defense Logistics Agency, Defense Supply Center Richmond.
 - g. Dynamic Control.
 - h. Hamilton Sundstrand.
 - i. Howell Instruments, Incorporated.
 - j. Pall Aeropower Corporation.
 - k. QED, Incorporated.
 - l. Robertson Aviation, L.L.C.

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- m. Rockwell/Collins, Incorporated.
- n. SEMCOR Aerospace.
- o. Special Operations Forces Support Activity.
- p. TeInstrument Electronics Corporation.
- q. Thomas Technology Incorporated.

6. The 2000 Cargo Helicopters Users' Conference binder provided to the attendees contained handouts and required information.

7. There were nine workshops conducted that provided important information to the maintainers and flight crews. These were considered professional development classes by many of the attendees. The workshop summaries are shown below:

- a. Several sessions of the Corrosion Prevention Workshop were presented by SEMCOR; three on 2 May 00 and one on 3 May 00. Seventy-two persons attended the Workshops, including Unit Commanders, Maintenance Officers and NCOs, Contractors, FMS customers, LARs, NG/AR personnel and others.

- (1) The workshop was designed to inform the attendees of the cost of corrosion, corrosion prevention techniques, aircraft washing, inspections, corrosion prevention materials, corrosion repair techniques, AMCOM resources, Corrosion Center of Excellence, unit training, staff resources, CH-47 personnel, CH-47 Corrosion Maintenance CD, CH-47 Corrosion Training CD, and the Environmental Technology Team.

- (2) The workshop also allowed time for questions and answers. Most of the questions involved unit or location specific issues on corrosion control or environmental concerns (i.e. washrack water runoff). Others were general questions on corrosion prevention materials.

- (3) Numerous comments passed after the workshop indicate it was well received and provided useful information. Many units inquired about the possibility of corrosion training assistance visits in the future. There were thoughts that current corrosion training was lacking and that technical support visits would be productive, both initially and on a recurring basis. Recommendations were made to continue the workshops at future conferences as well.

- b. The Flight Control Rigging Workshop was presented by Boeing Training personnel, Mr. Jim Wheeler and Mr. Jerry Witte, on 3 May 00. The schedule allowed two hours for each of the two workshop sessions. There were 70-75 personnel attending the first session and approximately 50 personnel attended the second session. The workshop participants included maintenance NCO's, Maintenance Officers, AMCOM LARs from various organizations, and Foreign Military Sales (FMS) customers.

(1) The proper method and sequence for rigging the mechanical flight controls for the CH-47D aircraft. In addition, problem areas typically encountered during the rigging procedures were pointed out. Technical data missing or not discussed in the current maintenance manual was also addressed. Examples of locally manufactured rigging measurement tools were presented to the users so they could make them at their units.

(2) A question and answer session was conducted at the end of each session. Several items concerning flight control rigging in the field became very apparent. They are as follows:

(a) Some of the cockpit rigging fixtures are out of tolerance. Alternate methods are being used which results in aircraft being out of rig.

(b) The rigging procedures in the current maintenance manual are inadequate to rig a complete aircraft from front to back. The proper sequence for rigging is not apparent as written. The technical publications should be updated with complete rigging procedures.

(c) Based on the comments made and questions asked, short cuts to the rigging procedures are being taken in the field. This results in aircraft being out of rig that results in creating other maintenance problems.

c. AVA/RADS, Blade Paint and Balancer Workshop was presented by Mr. Dennis Dunaway and Mr. Norm Beachum, Avion, on 2 May 00. Points of discussion were:

(1) The Project Managers AVA/RADS, Balancer and Blade Painting CD was talked about with a small demo. (CD should be complete and ready for the field within two months).

(2) Accelerometer problems are occurring in the field. Correct accelerometers to use are Willcoxon 991D.

(3) Magnetic pick up problems and corrective actions.

(4) AVA System upgrade 7.0, 45 days from contract award. (Total AVA System must be turned in for upgrade).

(5) SPS training class this summer first part of Aug 00. (Training is free and students must pay their own TDY cost).

(6) Requirement for DA Form 2408-15-2. Does the field use this form? If not, should this form no longer be used and the requirement changed? (There was no real response to this request)

(7) Rotor Blade water intrusion.

(8) Actions which are being investigated to remove water.

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(9) Good quality stripping and painting has returned the blades to a like new condition; thereby, reducing track and balance times greatly.

d. The T55-GA-714A Engine Workshop was presented by the U.S. Army Aviation Logistics School (USAALS) on 3 May 00. No information on this workshop was provided for the minutes.

e. The Hydraulic Purification Workshop was presented by Pall Aeropower on 2 May 00. Mr. Neal Werner, Pall Aeropower Corporation, performed the classroom section. Mr. Merle Woosley, DynCorp (Project OLR at Fort Hood) performed the hands-on demonstration. Estimated attendance at each of the three sessions was 65, 50 and 30 people respectively. Points of discussion included:

(1) Field experience issues were addressed to avoid confusion and damaging units. Simple procedure was clarified to avoid issues from becoming a problem.

(2) Attendees were given information needed for:

(a) Ordering consumables

(b) Why the purification is needed

(c) Pitfalls to avoid

(d) Time required for each purification

(e) Understanding of the purification process

f. The Maintenance Test Flight and Directorate of Evaluation and Standardization Personnel Workshop was held 4 May 00

(1) The MTP, ME, IP Workshop was organized to provide four forums. The first forum, presented by CW4 Larry Butler, DES, Ft. Rucker, discussed the TC 1-200, Commanders Guide. The second forum, TC 1-240, CH-47 Aviator Training Manual, was not held because the draft has not been published. The third forum, presented by SFC John Scott, Cargo Branch, Ft. Rucker, addressed Non-rated Crewmember Training. The fourth forum, presented by CW4 Robert Morris, Cargo Branch, Ft. Rucker, included the Maintenance Test Pilot and Maintenance Evaluator Selection Criteria.

(2) Forty-five individuals attended the workshop. However, there were also a few individuals attended portions of the forums without signing the attendance roster.

(3) The concept for this workshop was to provide a forum for MTP, ME and IP's to discuss developments and trends noted in the field based on DES visits and unit MTP's, ME's and IP's experiences in the field. Until the late 1970's, all 151 and 154 series WO MOS's were returned to Ft. Eustis for a five-week TAMMS refresher course to keep them up date on the latest DA policies.

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Up until the late 1980's, there was an annual MTP/ME conference held at Ft. Eustis to keep the unit maintenance managers up to date on the current policies and procedures. Because of funding restraints, these are no longer available to field personnel, thus this workshop. Ideally, it should be conducted on the day after the conclusion of the Users Conference. There were many useful workshops that the attendees would have liked or needed to attend but could not because of schedule conflicts.

(4) Future workshops of this type should be more structured, rather than a Guided Open Forum.

g. The Unit Level Logistics System-Aviation (ULLS-A) Workshop was presented by USAALS on 3 May 00 by Mr. Larry J. Otte, Mr. John Berry, SSG Emana, and SSG Muller. There were at least 25 to 35 attendees at each session of our workshop. Points of discussion included:

(1) It was a little difficult to get the audience to understand that USAALS was not the proponent for the ULLS-A. Once the audience understood that we are users also, then it went a lot better.

(2) Whether ULLS-A is going to stay in the army and trainees that attend the school going to Korea. Both were addressed to satisfaction.

(3) Workshop needed to have more seating room. People were standing along the walls.

h. The Sealed Lead Acid Battery (SLAB) Workshop was presented by Mr. John Barlow and Mr. Norm Huston, Project Manager's Office, Cargo Helicopters, on 2 May 00. Though Concorde Battery could not be present for this, they supported the conference with literature flyaway charger and a cutaway battery. For this, we thank them and look forward to working with them in the future. Three SLAB battery sessions were held and there were approximately 35, 30 and 20 participants respectively in attendance. The description and purpose of the Engineering Change Proposal (ECP) D226, and points of discussion included:

(1) The Installation Package, to include the quantity of Modification Work Order (MWO)/Retrofit kits and batteries requested.

(2) The publications and training requirements and impact.

(3) The major electrical system changes, maintenance requirements and support equipment used.

(4) The status and scheduled dates for MWO verification and fielding.

(5) Displayed and discussed charging capacity checks and special tools/equipment.

(6) On new construction, is the Battery Shop still required? What are the eyewash, shower and ventilation requirements? It was stated by Mr. Huston that the SLAB was considered and shipped out as non-hazardous material, and that the cells are dry. No special personal or building requirements for storage, handling or charging of the SLAB. The Special Ops personnel verified this in one session.

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(7) Low Battery Voltage indicator light, is the CH-47D going to have it incorporated like the MH-47E fleet? Mr. Huston stated that the CH-47D will not incorporate the low voltage light, because the current Nickel Cadmium design does not incorporate a low voltage indicator light.

(8) Does the SLAB get hot during charging? It was stated by Mr. Barlow that the SLAB was not noticed to get hot during recharging from his experience with the installation in UH-60Q helicopters.

8. The Guns-A-Go-Go dedication ceremony for "*Easy Money*" was held 1 May 00 and approximately 450 guests attended. BG(P) Joseph Bergantz and CW3 Robert Hicks were the guest speakers and Mr. James Caudle served as the master of ceremonies in the absence of LTC Tim Crosby. The attendees included Guns-A-Go-Go crewmembers, family, and friends. This event was well received and generated many positive comments from the Guns-A-Go-Go crewmembers, Vietnam veterans and the current Chinook users.

9. Boeing, presented an award to Mr. Jim Kaylor, representing the Corpus Christi Army Depot (CCAD) Transmission and Gearbox Section #1 5TDB0. This presentation was made during the Social 2 May 00 at the Redstone Officers' and Civilians Club. The CCAD transmission shop provided excellent service to the Chinook Community during the grounding of the aircraft due to suspected cracked Gear/Bearing Assemblies in the Forward and Aft Transmissions. The transmission shop worked many hours of overtime, including weekends, without complaint. By inspecting more than one hundred ship sets of transmissions during a three-month period, they allowed 132 grounded aircraft to return to normal operational limitations.

10. The Cargo Helicopters Project Manager's Office presented the following awards:

a. Mr. Robert Morris, Boeing Helicopters Customer Service Engineer, was recognized for his dedication and support of the Chinook Program during his more than 34 years of outstanding support to the user and the CH-47 PM Office. Mr. Morris was also instrumental in locating numerous parts for the Guns-A-Go-Go aircraft.

b. The Fort Campbell Enhanced Service Repair Activity (ESRA) personnel were recognized for their dedication, professionalism and outstanding support of the Chinook Auxiliary Power Unit (APU) Safety of Flight message. They worked a critically needed repair and depot level MWO thereby expediting the ungrounding of 138 CH-47 aircraft. This group was able to accomplish this work in two months instead of the estimated twelve months.

11. The 2000 Users' Conference was considered successful by the attendees. However, several suggestions for improvement were made and will be considered when planning the agenda and activities for next year's conference. We continue to struggle with the workshops due to space constraints and limited opportunities for detailed, hands-on demonstrations. Several Conference Critique sheets were received.

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For the most part, they were favorable in all categories. However, areas for improvement include the hotel accommodations, microphone usage when accepting questions from the audience in the Auditorium, providing knowledgeable experts willing to discuss their topic in depth during workshops, engine workshop not well prepared, and reducing the size of the conference binder. One final comment many of the attendees spent too much time in the halls and did not return after breaks, thereby missing many of the briefings.

12. Next year, we are planning to include the awards presentation during the conference. Award categories will include maintenance personnel, maintenance test flight personnel, and flight crews.

13. The next Cargo Helicopter Users' Conference will be 14-17 May 01. The conference will be held at the John J. Sparkman Center, Redstone Arsenal, Alabama. Lodging is tentatively scheduled for the Holiday Inn Research Park. An informal social event will be held at the Redstone Officers' and Civilians' Club 15 May 01.

14. Our thanks to all the contractors, vendors and you, the user of the Chinook Helicopter, for attending and making this an excellent conference. We look forward to supporting you in the future and seeing you at the 2001 CH-47 Users' Conference. Remember, Cargo Helicopter Customer Support is at DSN 897-4289, Comm 256-313-4289, Fax 256-313-4348.

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J.C. Rickmeyer for

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